

# Agenda Report

August 8, 2022

**TO:** Honorable Mayor and City Council

**FROM:** Public Works and Transportation Departments

**SUBJECT:** **CONTRACT AWARD TO CALIFORNIA PROFESSIONAL ENGINEERING, INC. FOR CORDOVA STREET COMPLETE STREETS PROJECT – FEDERAL AID PROJECT FTIPCML-5064(085) FOR AN AMOUNT NOT-TO-EXCEED \$5,622,488**

## **RECOMMENDATION:**

It is recommended that the City Council:

1. Find the project proposed herein to be categorically exempt under the California Environmental Quality Act (CEQA) Guidelines in accordance with Title 14, Chapter 3, Article 19, Class 1, Section 15301, Existing Facilities, and that there are no features that distinguish this project from others in exempt class, and therefore, there are no unusual circumstances; and
2. i) Accept the bid dated July 14, 2022, submitted by California Professional Engineering, Inc. in response to the project plans and specifications for Cordova Street Complete Streets Project, ii) reject all other bids received June 14, 2022 and July 14, 2022, and iii) authorize the City Manager to enter into a contract for an amount not-to-exceed \$5,622,488 which includes the base contract amount of \$5,111,353 and a contingency of \$511,135 to provide for any necessary change orders.

## **BACKGROUND:**

The project will provide for 1.5 miles of complete street elements along Cordova Street from Hill Avenue to Arroyo Parkway, enhancing the roadway network for alternative modes of travel that connect to major institutions, businesses, employment centers, and shopping areas.

This project is an extension of the previously installed East Cordova Street lane reconfiguration project from June 2010, which reconfigured East Cordova Street between Lake Avenue and Hill Avenue from a four-lane undivided roadway to a two-lane divided roadway with a center turn lane and Class II bike lanes. A traffic study was

commissioned in June 2011 to evaluate the effects of the project and found that the reconfiguration improved the level of service for bicycling and no significant impacts to auto, transit, or pedestrian levels of service. Based on the positive outcome of the East Cordova Street project, the current project was proposed as a way to replicate the results and provide bicycle connectivity on Cordova Street from Lake Avenue to Arroyo Boulevard. The project was adopted as a Capital Improvement Project in Fiscal Year (FY) 2011 and received initial funding in FY 2014 from a Metro grant.

This project was also included as part of the City's Bicycle Transportation Action Plan that was developed over the course of 2014 and 2015 with input from Pasadena's residents and business community. The plan was adopted by City Council on August 17, 2015, with Cordova Street identified as a priority corridor by the community.

The first community design workshop was held at Pasadena Presbyterian Church at 585 East Colorado Boulevard on July 16, 2014. This workshop helped identify and rank project components, with curb extensions, lane reductions, and bike lanes found to be the most desired. A second community design workshop was held on September 11, 2014 and provided additional feedback on the components identified in the July 2014 meeting.

The final design of the proposed improvements began during FY 2019, after additional funding was identified and fully funded. The project design was reintroduced to residents in a public design update meeting on January 8, 2019 at the First United Methodist Church at 500 E Colorado Boulevard. An update was provided to the Transportation Advisory Commission on January 24, 2019 and the design was ultimately completed in FY 2021. Residents along Cordova Street between Arroyo Boulevard and Lake Avenue were invited to view and comment on the final design via postcard and a project website in Fall 2021. This last outreach effort was conducted virtually in consideration of the COVID-19 pandemic. The City received from Caltrans authorization to proceed with the construction bid advertisement in late March 2022.

Cordova Street from Hill Avenue to Arroyo Parkway is a two-way undivided roadway with up to four travel lanes in both directions. The complete street elements consist of the installation of pedestrian curb extensions at eight locations; replacement of over 50 curb ramps; landscape beautification in parkway areas; sidewalk, driveway, and curb and gutter replacement; reconstruction of parkway culvert; pavement resurfacing; and enhanced striping and signing at crosswalk and travel lanes to achieve a safer interaction for all modes of travel, including pedestrians and bicyclists. Additionally, the project also consists of improvements at nine signalized intersections, including five new traffic signals; traffic signal equipment, conduit, controller and cabinet upgrades; fiber optic communication; and video detection system upgrades in order to include a new bicycle detection feature.

A finding of compliance with the General Plan was previously made and is shown on page 5.6 of the adopted Fiscal Year (FY) 2023 Capital Improvement Program (CIP) budget.

In accordance with Section 4.08.070 of the Pasadena Municipal Code, bids were requested and received. The project was initially advertised on May 19, 2022 and a only one bid was received by the bid opening date of June 14, 2022. The project utilizes federal grant funding and is subject to bidders meeting the established Disadvantaged Business Enterprise (DBE) goal. The sole bidder was deemed non-responsive because they failed to submit required bid forms and did not meet the federally required DBE commitment. Therefore, staff is recommending that the bid received on June 14 be rejected.

On June 23, 2022, a second Notice Inviting Bids for the Cordova Street Complete Streets Project was published in the local paper as well as posted on PlanetBids. The posting generated notices to all vendors who had previously registered with the City for this particular commodity class. A total of 41 vendors downloaded the contract documents, of which one was a local vendor. A total of two bids were received by the bid opening date, none from local vendors.

Following advertising, bids were received on July 14, 2022, and are as follows:

Bidder	Amount (\$)
1. California Professional Engineering, Inc., La Puente	\$ 5,111,353
2. Crosstown Electrical & Data, Inc., Irwindale	\$ 5,696,744
<b>Engineer's Estimate</b>	<b>\$ 4,800,000</b>

The lowest responsible and responsive bid received is within six percent of the Engineer's Estimate.

It is recommended that California Professional Engineering, Inc. be awarded the contract for this project as they are the lowest responsive and responsible bidder. The proposed contract with California Professional Engineering, Inc. fully complies with the Competitive Bidding and Living Wage Ordinances. In addition, the proposed contract fully complies with the Prevailing Wage Law (Senate Bill 7) per Resolution 9406 adopted by the City Council on December 14, 2014 and meets the project's federally established DBE goal. The contractor has indicated that awarding of this contract will result in no new hires to the present workforce.

California Professional Engineering, Inc. is also the general contractor for the Union Street Cycle Track project for an amount not-to-exceed \$7,685,000. Additionally, California Professional Engineering, Inc. has successfully completed seven contracts on prior City projects since 2016 totaling more than \$2,300,000. Staff has confirmed the contractor's license and their Department of Industrial Relations status is in good standing. The contractor received favorable reference checks from other agencies.

The contract for this project will be set as follows:

Base Bid	\$ 5,111,353
Contingency Allowance	<u>\$ 511,135</u>
Contract Not-to-Exceed Amount	\$ 5,622,488

A contingency of ten percent is allocated to this contract given possible unforeseen conditions that may be encountered.

It is anticipated that construction will begin by March 2023 and be completed Fall 2023. These proposed dates take into account the material lead time required for manufacturing and delivery of traffic signal-related equipment and allow the City to substantially complete the construction of the Union Street Cycle Track prior to the start of construction along Cordova Street.

**COUNCIL POLICY CONSIDERATION:**

This project is consistent with the City Council's goals to improve, maintain and enhance public facilities and infrastructure, and improve mobility and accessibility throughout the City.

**ENVIRONMENTAL ANALYSIS:**

The contract award has been determined to be categorically exempt under the California Environmental Quality Act (CEQA) Guidelines in accordance with Title 14, Chapter 3, Article 19, Class 1, Section 15301 Existing Facilities. Class 1 exempts from environmental review "the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use." Specifically included in Class 1 are alterations to "existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities...and other alterations such as the addition of bicycle facilities, including but not limited to...bicycle lanes." The proposed project consists of minor alternations to existing intersections to enhance pedestrian safety and the replacement of automobile lanes with bicycle lanes. There would be no expansion of the use. There are no features that distinguish this project from others in the exempt class and, therefore, there are no unusual circumstances.



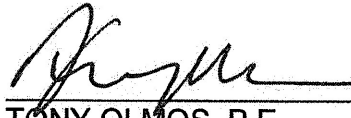
**FISCAL IMPACT:**

The total cost of this contract including contingency is \$5,622,488 and the total cost of this action is expected not to exceed \$5,972,488. Funding for this action will be addressed by the utilization of existing budgeted appropriations on the *Cordova Street Complete Streets Project* (75052) and the Annual Citywide Street Resurfacing and ADA Improvements Program – Fiscal Year 2023 (73938) projects. It is anticipated all costs will be expended in FY 2023 and FY2024.

The following table represents a project summary.

Base Bid	\$ 5,111,353
Contingency	\$ 511,135
Contract Administration/Inspection/Materials testing	\$ 350,000
<b>Total Fiscal Impact</b>	<b>\$ 5,972,488</b>

Respectfully submitted,



TONY OLMOS, P.E.  
Director of Public Works

Concurred by:



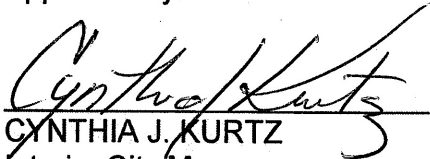
LAURA RUBIO-CORNEJO  
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Prepared by:



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